अभ्यर्थियों को अभी तक नियुक्ति पत्र नहीं दिये गये हैं ;

(ख) यदि हां, तो उपरोक्त रोजगार सूचना के अन्तर्गत कार्यालय लिपिक-ग्रेड 1 के लिये चयन किये गये अभ्यार्थियों तथा आज की तिथि तक नियुक्ति हेतु पैनल में शामिल किये गये अभ्यर्थियों की संख्या कितनी-कितनी है;

(ग) क्या यह भी सच है कि पूर्व रेलवे मुख्यालय उपर्युक्त नियुक्तियों के संबंध में काफी लापरवाही बरत रहा है; और

(घ) यदि हां, तो इसके क्या कारण है तथा पैनल में सभी अभ्यार्थियों को कब तक नियुक्ति किये जाने की संभावना है?

रेल मंत्री (श्री सी०के० जाफर शरीफ): (क) और (ख) विशेष भर्ती अभियान के अन्तर्गत कार्यालय लिपक ग्रेड I के पद के लिये अनु० जाति के 23 तथा अनु० जनजाति के 7 उम्मीदवारों का चयन किया गया था । उनमें से अनुसूचित जाति के 8 तथा अनुसूचित जनजाति के 7 उम्मीदवारों के पहले नियुक्ति किया जा चुका है । इस समय पैनल में नियुक्ति के लिये अनुसूचित जाति के केवल 15 उम्मीदवार हैं ।

(ग) और (घ) जनशक्ति नियोजन तथा भाप लोको शैडों को बन्द कर दिये जाने के कारण फालतू घोषित किये गये कर्मचारियों की पुनः तैनाती के कारण लिपिकीय संवर्ग में नई भर्ती अस्थगित कर दी गई थी । रिक्तियां होने पर अनुसूचित जाति के शेष 15 उम्मीदवारों की नियुक्ति पत्र जारी किये जायेंगे ।

Conversion of railway lines

1307. SHRI GURUDAS DAS GUPTA: Will the Minister of RAILWAYS be pleased to state:

(a) the names of the metre gauge sections over various zonal railways, zone-wise converted into broad guage during the last three year, year-wise details along with details of length of each section-wise, actual cost incurred and period taken in the said conversions;

(b) the names of various metre guage section presently being converted into broad guage with details of their length, estimated cost and target for completion, each section-wise details;

(c) the names of other metre guage sections Government propose to convert into broad guage in the near future alongwith the details of their length and anticipated cost;

(d) the names of new Railways lines laid during the last one decate year-wise details alongwith details of cost line-wise; and

(e) whether Government propose ot expedite the conversion of Lumding-Dibrugarh section over N. F. Railway from MG to BG in view of the strategic importance of that region as well as the special emphasis accorded on the speedy development of North-Eastern States, if not, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIF):

(a) The sections converted into B.G. during last three years are as under :—

Sl. No.	Name of Section/line	Rly.	Length (Kms).	Cost (Rs. in crores)	Time taken for completion (Years,
1991—92					
1.	Manmad-Aurangabad	SC	114	56.36	8
2.	Salempur—Barhaj Bazar	NE	21	85.28	1
1992—93					
1.	Lucknow—Kanpur	NR	59	62.02	1
2.	Delhi—Rewari	NR	83	38.00	1
3.	Kotkapura—Fazilka	NR	80	29.44	1
4.	Lalgarh—Merta Road	NR	177	95.00	1
5.	Lalgarh—Kolayat	NR	47	25.20	1
6.	Nadiad—Kapadvanj	WR	45	18.00	4
7.	Sawaimadhopur—Jaipur	WR	125	124.23	2
8.	Bangalore—Tumkur	SR	59	30.00	1
9.	Mysore—Bangalore	SR	138	101.43	1
10.	Bangalore—Yelahanka	SR	12	7.50	1
11.	Guntur—Narsaraopet	SC	46	23.00	1
12.	Dindigul—Tuticorin	SR	196	89.00	1
13.	Bellary—Rayadurg	SC	54	27.06	1
14.	Aurangabad—Jalna	SC	64	34.64	1
15.	Parbhani—Parli Vaijnath	SC	63	31.14	1
16.	Burhwal—Mehmoodabad	NE	38	19.31	1
17.	Mankapur—Katra	NF	30	24.62	1
18.	Purulia—Kotshila	SE	35	20.00	1
1993—94					
1.	Daund—Baramati	CR	42	15.90	1
2.	Bhatinda—Rewari	NR	300	131.65	1
3.	Phulera—Jodhpur	NR	254	144.00	3
4.	Merta Road—Merta City	NR	14		3
5.	Allahabad—Varanasi	NE	124	57.58	1
6.	Mehmoodaba —Sitapur	NE	60	30.48	1
7.	Guwahati—Lumding	NF	181	179.58	1
8.	Tumkur—Arsikere	SR	101	108.00	1
9.	Arsikere—Chikjajur	SR	114		1

Sl. No.	Name of Section/line	Rly.	Length (Kms.)	Cost (Rs. in crores)	Time taken for completion (Years)
10.	Narsaraopet– Donakonda	SC	74	36.35	1
11.	Falaknuma– Mehboobnagar	SC	99	68.00	1
12.	Madras– Tambaram	SR	27	18.90	1
13.	Challekere – Chikjajur	SR	69	35.00	1
14.	Jalna– Parbhani	SC	116	57.34	2
15.	Falaknuma– Bolaramu	SC	28	19.15	1
16.	Rewari– Jaipur	WR	225	110.00	2

(b) The following sections/lines are persently under coversion during VIII Plan :—

Sl. No.	Name of Section/line	Rly.	Length (Kms.)	Cost (Rs. in crores)	Target date of completion.
1.	Jodhpur–Jaisalmer	NR	297	126.38	1994-95
2.	Luni—Marwar	NR	72	31.00	1995-96
3.	Sagauli– Narkatiaganj	NE	59	30.51	1995-96
4.	Muzaffarpur—Raxaul Phase-I	NE	129	74.62	1994-95
5.	Chhapra—Aunrihar.	NE	171	81.27	1995-96
6.	Samastipur—Darbhanga	NE	37	28.43	1995-96
7.	Lumding—Diburgarh including linked branches.	NF	628	317.52	1996-97
8.	Madras Beach—Tiruchirappali	SR	310	199.00	IX Plan
9.	Dindigul—Trichy	SR	93	56.00	IX Plan
10.	Bangalore—Hubli	SR	469	235.00	1994-95
11.	Guntur—Guntakal—Gooty—Kalluru	SC	458	225.00	Donakonda Guntakal 1996-97 Guntakal-Kalluru— IX Plan
12.	Mehboobnagar—Dronachalam	SC	185	131.00	1996-97
13.	Katpadi—Pakala—Tirupati	SC	104	62.00	1996-97

14.	Parbhani—Purna—Mudkhed—Adilabad	SC	248	213.00	1995-96
15.	Hospet—Hubli—Goa with linked fingers	SC	489	312.00	1996-97 linked fingers-IX Plan
16.	Miraj—Londa	SC	188	122.00	1994-95
17.	Purulia—Kotshila Phase-II	SE	5	5.40	1994-95
18.	Gondia - Chandafort	SE	242	164.23	1996-97
19.	Nimuch—Ratlam	WR	135	65.00	1996-97
20.	Phulera—Marwar—Ahmedabad	WR	572	280.00	1995-96
21.	Rajkot—Veraval	WR	185	100.00	Not yet fixed.

(c) The following gauge conversion sections/lines have been referred to the Planning Commission and would be taken up subject to their approval, in the near future—

Sl. No.	Name of the section/line	Rly	Length (Kms.)	Cost (Rs. in crs)
1.	Agra—Bandikui	WR	151	90.00
2.	Sholapur—Gadag	SC	300	158.89
3.	Miraj—Latur	CR	359	225.00
4.	Arsikere—Hassan—Mangalore	SR	236	185.16
5.	Mau—Shahganj	NE	99	38.70
6.	Rupsa—Bangriposi	SE	89	57.95
7.	Parasia—Chhindwara	SE	28	18.00
8.	Yelahanka—Chikballapur and Bangarpet—Kolar on Yelahanka—Bangarpet line	SR	62	26.00

(d) The following new lines/sections have been opened during last decade i.e. 1984-85 to 1993-94:—

Year	Name of the Section/line	Length (Kms.)	Cost (Rs. in crs)
1984-85	Wani—Pimpalkutti	67	21.54
	Katala Road—Jayant	33	23.55
	Manikgarh—Chandur	29	9.20
Parallel lines	Bongaigaon—Guwahati	164	96.46
	Santragachi—Bargachia	24	30.43 (Frozen)
1985-86	Apta—Roha	62	24.56
1986-87	Talgaria—Tupkadih	33	18.11

1987-88	Bibinagar—Nadikude	150	58.48
	Matumari—Jaggayyapet	33	19.39
	Bhuj—Naliya	107	35.92
1989-90	Nangaldam—Una of Nangaldam—Talwara	16	25.43
	Ernakulam—Allepey	57	59.23
	Dharamnagae—Kumarghat	33	47.73
	Silchar—Jiribum	49	44.57
	Baliapara—Balukpong	35	16.68
1990-91	Kota—Chittorgarh—Neemuch	222	160.00
	Lalabazar—Bhairabi	49	43.20
1991-92	Amguri—Tuli	15	15.50
	Adilabad—Pimpalkutti	21	26.20
	Koraput—Lakshmipur of Koraput—Rayagada	62	192.80
	Lakshmipur—Kulpi of Lakshmikantapur—Namkhana	9	39.00
	Jammu Tawi—Bajalta of Jammu Tawi—Udhampur	11	38.32
1992-93	Trichur—Guruvayur	24	25.40
	Satna—Rewa	50	43.86
	Alleppey—Kayankulam	43	53.57
	Telapur—Patancheru	8	15.27
	Karur—Dindigul	129	117.73
	Gwalior—Panihar & Shivpuri—Khajuri of Guna—Etawah	41	30.16
	Mathura—Deeg of Mathura—Alwar	42	25.03
	Rampur—Rudrapur of Rampur—Lalkua—Kathgodam	47	62.87
	Birla Nagar—Sanichara of Guna—Etawah	15	11.03
	Talcher—Angul	18	23.02

(c) The work is already in progress and would be completed in a phased manners as under :—

Section	Length (Kms.)	Year of conversion
Lumding—Dimapur	69	1994-95
Dimapur—Furkating	70	1995-96
Furkating—Mariani	38	1995-96
Furkating—Mariani (Loop)	86	1997-98
Mariani—Tinsukia—Lekhapani	155	1996-97
Tinsukia—Dibrugarh	48	1996-97